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Tuneful, Juneful, brimful of seasonable interest—THE JOURNAL next Sunday—Summer Resort number.



PRICE ONE CENT.

CLEVELAND TO SPAIN'S PREMIER.

Plainly States Our Responsibilities Regarding the War in Cuba.

Little Doubt That the President Will Intervene to Stop the Struggle.

Pledges Himself to Senators Sherman, Lodge and Gray to Take Vigorous Action.

COMPETITOR'S PRISONERS SAFE.

All the Power of the Government Will Be Used to Protect the Convicted Men—Lee Investigating Their Case.

By Julius Chambers.

Washington, June 7.—The first epistle of Grover to the Spaniards has been written and is now on its way to the Premier of Spain. The letter was signed by Secretary Olney, but it would have been truthful to attach at the bottom, "By order of the President," as in the case of Presidential proclamations.

The communication to the head of the Spanish Government was couched in friendly terms, but it presented the responsibilities of the United States with regard to the war in Cuba to Senor Canovas del Castillo with all the force of argument of which Mr. Olney is capable.

The letter was practically dictated by President Cleveland. He furnished the Secretary of State the points he desired presented to Spain.

When Senators Sherman, Gray and Lodge, members of the Committee on Foreign Relations, called on the President last week the subject of the attitude of the United States toward Cuba was discussed. The Senators informed the President that there existed in both houses of Congress a decided unwillingness to adjourn until some sort of assurance could be had that the condemned Americans in Cuba would be amply protected.

Cleveland Tells of His Plans.

After requesting the Senators to observe the strictest secrecy as to what he proposed to communicate to them, the President said he had decided to address a communication to the Spaniards over the subject of bringing the Premier and the Cabinet to a realization of the obligations resting on the United States to stop the barbarous warfare conducted by the Spanish officers and soldiers in Cuba. He stated that he was engaged in preparing such a letter as he thought best calculated to promote the object in view.

The Journal on May 30 contained the first information of the President's decision to interpose for the termination of the needless and bloody war in Cuba. In a dispatch published in the Journal of that date it was stated that the President had grown weary of waiting upon the promises of Spain that the Cubans would be subdued.

The dispatch asserted that in less than one month President Cleveland would take some decisive action in the direction of advising Spain of his purpose to intervene.

Further the dispatch of May 30 said: "The President is now convinced that it is not within the power of Spain to suppress the insurrection. He knows that if there is no intervention Spain will continue her feeble warfare during the whole of the year 1896 and perhaps into 1897. President Cleveland feels that he cannot continue to be the subject of the severe criticism at the hands of his fellow citizens; that he cannot longer serve as a buffer for the repeated failures of Weyler and the losing cause of Spain."

Pledges Protection for Americans.

The President assured the Senators who discussed the Cuban question with him that the Americans convicted and sentenced to death because of their alleged connection with the Competitor expedition would be protected by all the power of the Government, if necessary. He said their conviction was an outrage and would not be tolerated.

There is excellent reason for believing that the first official report of Consul General Lee will confirm in every important detail the account of the trial and conviction of these Americans given to the Senate Committee by Mr. Lawrence.

General Lee will not hesitate to report the facts just as he discovers them, and events of great importance bearing on the freedom of Cuba, may be anticipated within the next two weeks.

LEE SEES PRISONERS.

Consul General Wants the Competitor Men Put in Better Quarters.

By Gen. Bradley T. Johnson.

Havana, June 7.—Consul General Lee today called on Julio Sangulily and the three Americans who were captured on the Competitor. The three alleged filibusters were found to be well, and General Lee will try to have them removed to better quarters. Sangulily was well fed and housed.

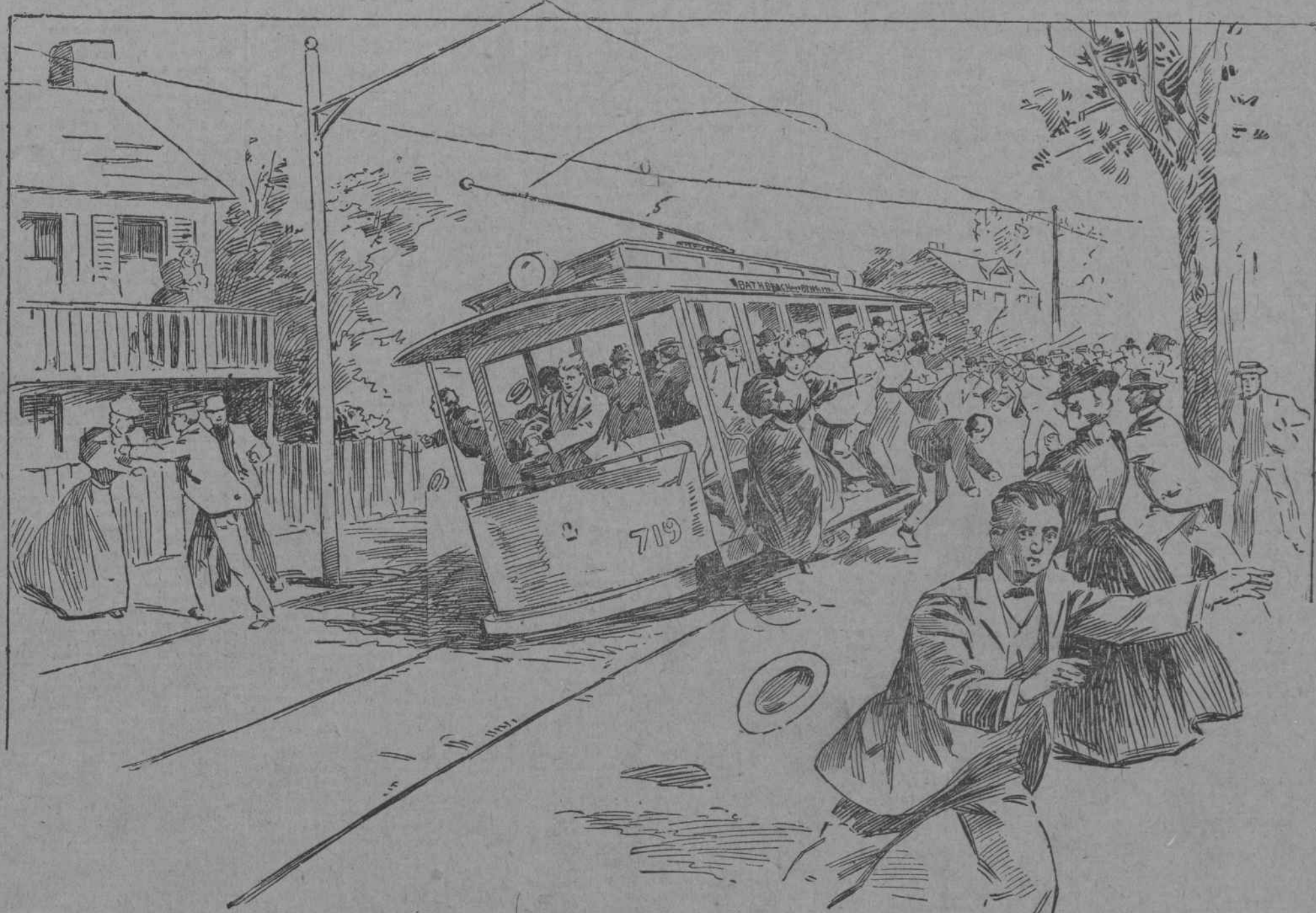
He received a letter to-day from Mr. Dawley, the artist, who is confined in Morro Castle, saying that he was arraigned yesterday and that the judges said there was nothing against him. He was told that he would be released.

I am his counsel, but was not notified of his trial.

HELD UP IN CHATHAM SQUARE.

Two Hack Drivers Robbed Another and Were Caught by Police.

James Maloney, twenty-two years old, of No. 74 New Chambers street, and Francis J. McKenna, twenty-seven years old, of No. 171 Clinton place, were locked up last night in the Elizabeth Street Station, charged by John Conners, No. 94 Columbia street, with holding him up in Chatham square and robbing him of \$10. The three men were taken to the station, the prisoners were going through Conners' pockets when Policeman Burke heard Conners' shouts for help. McKenna boarded a cable car and escaped, but Burke solved Maloney. Later he found McKenna in the Bowery.



DERAILING OF A GONEY ISLAND CAR AFTER A RUNAWAY DOWN A STEEP HILL.

The heavily laden car could not be stopped by the brakes after its trolley slipped from the wire, and sped down the steep grade until derailed. One wheel was broken before the car dashed into the curb. Men and women jumped from the car as it ran, and a trail of injured marked its course. One boy and a man were ground under the wheels.

HERE'S A PASTOR BELOVED OF HYMEN.

Four Nuptial Knots Tied in a Twinkling by the Rev. Mr. Loewenthal.

By Cab, Car and Afoot He Makes Destinations Far Apart in Two Hours.

ONCE MARRIED SEVEN IN A DAY.

His East Side Congregation Is Justly Proud of This Agent-in-Chief of the Great Cupid-Hymen Syndicate.

Cupid and Hymen have formed a trust and the Rev. Dr. Loewenthal, pastor of the Congregation Buer Schalom, No. 630 Fifth street, is their accredited agent for the great East Side.

Mr. Loewenthal has always enjoyed the distinction of performing a majority of the marriage ceremonies in his section of the city, but of late he has been particularly active in this direction, and a week ago Sunday broke the world's record, uniting four couples within two hours, and that, moreover, in four separate and distinct parts of the city.

The schedule of this continuous performance of tying nuptial knots compelled the reverend gentleman to indulge in a most marvellous exhibition of rapid transit, in which he resorted to cabs, cable cars, and an occasional short sprint of a hundred yards or so.

At precisely 5:30 o'clock he was at Arlington Hall on Eighth street, and there made Jennie Hanchumson, of No. 1517 First avenue, the bride of David Fuchs, a well-to-do printer.

Losing not a moment, he hurried to No. 303 East Sixty-ninth street, and in a few seconds had made Max Mosler, a Brooklyn merchant, and Miss Helen Levy, man and wife.

Then he took a run down to No. 396 Broome street and said the words that made Miss Emma Miller Mrs. Daniel Salsman.

This accomplished, Pastor Loewenthal made post haste for the residence of Dr. Friedler, at No. 239 East Fourth street. Another wedding party awaited him there.

The minister was puffing a little, and was just a trifle heavy by this time as regards to names, but by 7:30 o'clock he managed to read an imposing ceremony, uniting the Doctor's sister, Miss Regina Friedler, to Mr. Adolph Theimer.

Then he breathed a sigh of relief, joined in the merry-making and announced that so far as he was concerned there would be no more marriages in New York for that day. He had broken the record of the Chicago pastor who married three couples in two hours, and he swelled just a bit with conscious pride. And his congregation swelled a bit also. They regarded him as a great and good man, and one deserving of a medal. Some suggested buying him one. Others were in favor of a belt to be defended against all comers in the rapid transit marital line, but Pastor Loewenthal was modest. He said he would do better next time, and added quietly that he had once married seven couples in one day.

That settled it! Without further ado he was unanimously proclaimed the heavyweight champion of the world. And those who know him, declare he is entitled to it. If, however, his activity continues, there is a possibility that in time the entire East Side may be joined in wedlock.

MCKINLEY CARS ABLAZE.

Lightning Hits His Convention Corn Train, and Wind Wrecks the Ohioan's Pictures.

Wichita, Kan., June 7.—The McKinley corn train of forty cars, bound for the St. Louis Convention, was struck by lightning at 4 a. m. today. Three cars and their contents were destroyed.

An embryo tornado struck the train and stripped it of eighty life-sized pictures of McKinley, leaving none to adorn it. The wind left all the other decorations save the portraits of McKinley. This gives rise to superstitions fear on the part of local friends of the Ohio statesman.

The train was being held, with its cargo and decorations, at a small station named Ostrville, five miles outside of Wichita. None but Populists live in the village, and they earned general commendation by forming themselves into a bucket brigade and putting out the flames. Were it not for their efforts the forty cars and their cargo of grain would have been burned.

The cars represented forty counties of the corn belt of Kansas, and those burned represented Kingman, Logan and Harvey counties. The Missouri Pacific Railroad station also caught fire and was reduced to ashes.

Fifteen hundred bushels of corn are now burning in the track, but the train will start for St. Louis to-morrow afternoon with thirty-seven cars. The train will carry a band and forty orators, headed by ex-Senator John J. Ingalls. A crowd of 25,000 spectators is expected when the train starts.

MADMAN TERRIFIES "L" ROAD TRAVELERS.

Crazy Negro, Fearful of Balzabub, Raves and Smashes Car Windows.

Men, Women and Children Riding from Church Rush Frantically to the Platforms.

LUNATIC THEN LAUGHS AND PRAYS.

Five Policemen Struggle with Him for Half an Hour Before They Can Carry Him to Bellevue in a Strait Jacket.

An insane colored man caused the wildest consternation on a Sixth avenue elevated railroad train yesterday afternoon. For many minutes, and past three stations he held possession of the foremost car, frightening the passengers to the rear of the train, and setting at defiance the efforts of the trainmen to dislodge him. His calmer intervals he spent upon his knees in a frenzy of passionate prayer.

The man, whose identity had not been ascertained last night, mounted the uptown steps of the elevated railroad at Eighth street at about 1:10 and bought a ticket. He was well dressed. While not over five feet six inches in height he was powerfully built.

Once seated in a car he attracted attention by murmuring aloud a mixed jargon of prayers and oaths, and calling on Mrs. Booth, of the Salvation Army, to come and wrestle with Boelzebub, who, he said, was running after him.

The first car, in which he sat, was crowded with persons coming from the downtown churches. Many of the occupants were women and children. At Fourteenth street, a woman complained to Conductor Spotton, and, after the train had left the station, that official walked forward to remonstrate with the negro. This was the signal for a violent outburst that sent the conductor scurrying back to the platform.

Then the madman, with eyes glaring and arms swinging threateningly above his head, rose up from his seat. Women shrieked and rushed for the platforms at each end. Men, with visions of a possible razor, followed. In the stampede many

barely escaped being knocked down. For a moment the doorways were choked with a struggling mass of well-dressed women and their escorts, all fighting to escape the infuriated negro.

When the maniac saw this he laughed, and abandoning pursuit, fed on his knees in the centre of the car and prayed. Then loudly announcing that he was going "aboard" he seized his hat and threw it from an open window. Next he tore off his coat, and, holding the nearest window on the right was closed, he smashed the glass and flung his garment through the breach.

The tumult fought desperately, kicking and striking, and breaking two windows with his feet. It took the combined efforts of Policemen Jordan and Barnes, but it was not until two other policemen had assisted that the negro was dragged from the car.

The man, who was dressed in a blouse and trousers, was carried to an ambulance, and taken to the insane pavilion at Bellevue. His violence continued all night. The doctors diagnosed his case as one of acute mania, probably of a religious origin.

BABY'S ASHES IN A BAG.

Cremated in Japan, the Parents Are Bringing the Remains Home with Them in a Valise.

Chicago, June 7.—C. E. Freet and wife, of New York City, are firm believers in cremation. So, when their child died in Japan, they had his remains cremated and placed in a wicker basket, in order that they might carry the ashes of the little one to their Eastern home. They arrived last night at the Auditorium Annex from San Francisco, whither they had come from Australia.

It was nearly midnight when Mr. Freet registered himself and wife and handed Clerk Gores two bulky valises for safe-keeping. The clerk handed them after the established fashion, and, as Mr. Freet thought, a little more carelessly than was warranted in doing.

"Be careful," he cautioned, and then continued nonchalantly: "One of them contains the body of our child."

Naturally the clerk was amazed, but before he could find his tongue to question further into the queer matter, Mr. Freet told the story. He said his wife and himself were much aware of leaving their dead child so far from home, and chose that means of obtaining entrance for its body into this country. They will place it in Woodlawn Cemetery in New York, he said.

EXCURSION STEAMER WAS OUT ALL NIGHT.

Two Hundred Passengers on the Angler Alternately Laughed and Cried.

Steamboat Was Fog-Bound in the Inlet and, It Is Said, Was Stuck in the Sand.

MANY WOMEN AND BABIES ABOARD.

Captain Provided Refreshments for All, and an Irishman's Native Wit Helped to Keep Up Every-body's Spirits.

Weary-eyed and bedraggled, but safe and sound, the 200 or more passengers on the little side-wheel steamboat Angler landed at 5:15 a. m. yesterday at the Battery excursion pier. They were mighty glad to get ashore, and as soon as the gangplank was stretched and they felt their feet on dry land again they scattered like leaves before an Autumn wind in their haste to reach their homes.

Rockaway Beach, it is safe to say, will not be visited again very soon by the majority of these excursionists, for they spent more than eleven hours on a trip from there that should have occupied an hour and a half, at most. Fully eight hours of that time the Angler rested in the sand off Rockaway Inlet Point.

Surrounded by a veil of mist so heavy that it was impossible to make out objects fifty feet away, fearful that some other vessel would run down the stranded craft and mack with thoughts of the anxiety those at home were suffering, the passengers spent a night they will not soon forget.

RAN INTO A FOG BANK.

When the Angler left Rockaway Beach Pier at 6 p. m. Saturday, with Captain Lewis Hahn at the wheel, there was only a slight mist noticeable in the harbor, but, advancing from the wharves, was a great gray blanket of fog. The steamboat had not gone 500 yards through the tortuous channel leading to the open sea when the mist closed tightly around her. The vapor, as penetrating as rain, came in the lap of a cold wind that chilled the passengers to

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TRAIL OF INJURED LEFT BY A CAR.

One Killed and Many Injured by a Runaway on a Hill.

Trolley Slipped from the Wire and Motorman Could Not Work the Brakes.

One Hundred and Thirty-three Passengers Were on Board Bound for Coney Island.

DERAILED BY THE BODY OF A BOY.

Engine House Turned into a Hospital for the Benefit of the Wounded—Dead Boy Supposed to Be from this City.

Car No. 719, of the Bath Beach and Bensenhurst line, in charge of Conductor John Goehrs and Motorman Charles White, while ascending the steep hill on Thirty-ninth street, between Fifth and Sixth avenues, Brooklyn, at 4:30 p. m. yesterday lost the wire and dashed madly down the declivity with its load of 133 panic-stricken men, women and children. Before its wild flight was ended, one boy was killed, one woman and one man fatally injured, twenty persons seriously injured, and a dozen others badly hurt.

The list of casualties so far as can be ascertained follows:

DEAD.

Unknown boy, about thirteen years old, supposed to be an Italian; jumped from the car and had his brains dashed out against a curbstone.

INJURED.

Bleckman, Lena, of No. 107 Essex street, New York; contusion of the left shoulder and arm; probable that she sustained serious internal injuries; suffering from shock and hysteria.

Brown, Louis, twenty-two years old, a laborer of No. 121 West Nineteenth street, New York; severely badly wounded.

Cohn, Abraham, forty-eight years old, butcher, of No. 67 Park avenue, Brooklyn; compound fracture of the left leg.

Evans, Mrs. Mary, forty-five years old, residence No. 88 Central avenue, Brooklyn; laceration of the face and broken arm.

Evans, W. T., husband of the above; cut in the face and contusions of head and body; his two children were on the car, but were uninjured.

Ferrari, George, eighteen years old, laborer, of No. 472 Pearl street, New York; laceration of the hand.

Forio, Leonard, Italian, forty-two years old, shoemaker, of No. 220 York street, Brooklyn; scalp wound and shock.

Friedman, Samuel, nineteen years old, salesman, of No. 77 Elizabeth street, New York; wrist sprained and contusion of the head.

Gardner, Louis, fifteen years old, of No. 28 Ludlow street, New York; contusion of the head and body, arms and legs.

Hasselbrock, Charles, twenty-eight years old, of No. 62 Franklin avenue, Brooklyn; contusions of head and body.

Hood, John, nineteen years old, mail handler, of No. 125 Leonard street, New York; contusion of knee and shoulder.

Levitt, Abraham, seventeen years old, jeweler, of No. 84 Madison street, New York; contusions and abrasions of the legs and arms.

Levy, Bernard, twenty-eight years old, of No. 218 East One Hundred and Second street, Brooklyn; contusions of head and body.

Nathan, Abraham, twenty-eight years old, salesman, of No. 10 Henry street, New York; contusions of the head and body.

Paul, Andrew C., twenty-one years old, electrician, of No. 203 Myrtle avenue, Brooklyn; contusions of legs and body.

Reid, James, thirty years old, of No. 115 North Portland avenue, Brooklyn; contusions of head and body.

Shen, Frank, twenty-eight years old, of No. 11 High street, Brooklyn; contusions of legs and body.

Troy, Robert, thirty-one years old, laundry business, of No. 157 Forsyth street, New York; contusions of body and head.

Xenella, Nicholas, thirty years old, salesman, of No. 25 Roosevelt street, New York; contusions of head and body.

Nathan, Abraham, thought to have been injured, but slightly, by the falling of the car, because much worse after removal to his home, No. 115 High street, Brooklyn; contusions of head and body, and for three hours lay in a stupor as though dead.

These were the cases serious enough to require removal to the hospitals. They represented, however, less than one-half of those injured. Of the ninety odd men, women and children who were aboard the runaway car, very few in all probability escaped injury altogether.

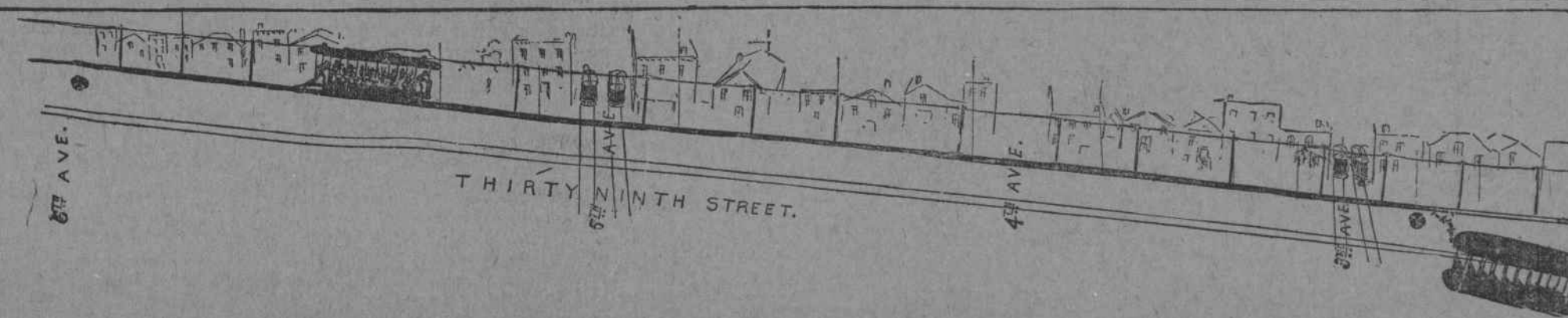
Scene of the Accident.

The Bath Beach and Bensenhurst cars of the Nassau Electric Railway Company are always crowded on a pleasant Sunday. And that word "crowded," in the sense in which it applies to a Brooklyn trolley car, means jammed, packed, overcrowded in a manner that is dangerous. That was the condition of all the cars of the Bath Beach and Bensenhurst line yesterday—of all the regular cars and the many "extras" which the thrifty Nassau Electric Railway Company had ordered out, for the purpose of meeting the condition of car 719. When it started from Fulton Ferry half an hour behind time on what is known as the "Bath Beach" trip to Bensenhurst, the Beach and way stations.

There were by actual count 133 persons on that car, the carrying capacity of which, with a fair number of stand-ups, would not exceed fifty. Of these 133 passengers many were women, and some little children.

Car No. 719 is yellow, new and apparently in good repair. From the ferry house at the foot of Thirty-ninth street two car tracks extend in straight, parallel lines up the gentle declivity to the intersection of Third avenue. At Third avenue another line crosses the Thirty-ninth street tracks at right angles, and the Fifth avenue elevated road crosses overhead at a dizzy height. Beyond Third avenue Trolley car track has a slight offset to the south, to compensate for which the Thirty-ninth street tracks make a sharp curve just before they reach the avenue surface tracks. Beyond the avenue-crossing they run straight and parallel again, with a very slight grade—a dangerously stiff grade—up the Thirty-ninth street hill, the summit of which is not reached until Seventh avenue is intersected. So much for the geography of the location.

Eated car No. 719 reached Thirty-ninth street via Fifth avenue going west. It was the last car to pass the switch at Thirty-ninth street and Fifth avenue, and body seems to have been under the rules, have been left



SCENE OF THE FATAL STREET CAR ACCIDENT IN BROOKLYN YESTERDAY.

A Nassau Railway Company's car, No. 719, bound from Thirty-ninth street ferry to Coney Island, lost the wire on the steep hill above Sixth avenue. The brakes would not hold the car, which carried 133 passengers, and descended at a terrible speed. It crossed tracks at Fifth avenue and Third avenue, where a collision might have greatly increased the loss of life, and was derailed by a switch or the body of a victim.